ed by the progress that grew out of the efforts of Marconi with the assistance granted him by the governments of England on the east and Canada on the western side of the Atlantic.

ON PEACE RIVER IN 1876

By W. Everard Edmonds

Today the attractions of the Peace River country are being widely advertised and justly so, for Alberta's northern hinterland has already become a great producer of wheat. Prosperous towns are springing up, and before long a network of railways will open up new areas to the plough and drill of the pioneer. What the Peace River country will be in fifty years from now is a theme that should not only attract the attention of editors and orators, but one which should be a matter of concern to every citizen in this province.

But the forward view should not prelude one's looking backward, and to those who would know something of Peace River fifty years ago, a new book by the Rev. A. C. Garrioch entitled "A Hatchet Mark in Duplicate," (Toronto: The Ryerson Press), will not come amiss. The writer who left his home in Manitoba to become a teacher at Fort Chipewyan in 1874, and was later ordained to the priesthood of the Anglican church by the Bishop Bompas, founded the Church of England mission at Fort Vermilion and was in charge of it from 1876 to 1883. His book is a cheerful gossipy account of his seven years' work on Peace River, and is chiefly valuable because of the light it throws on the everyday life there a half century ago.

* * *

That Mr. Garrioch has a sense of humor and a keen appreciation of oddities of character is indicated by his description of the early Peace River miners:

"In the year 1871, placer gold-mining was flourishing along the upper part of the Peace river, and about two thousand miners were camped at or in the vicinity of Fort St. John. When gold could no longer be filtered from the sand-bars in paying quantities, the miners dispersed, with the exception of two or three, among whom was Banjo Mike, an American, who bore the reputation of being an awful swearer. Then there was Twelve-foot Davis, an American. Perhaps it was no great harm that Mr. Davis was uneducated, for thereby his kindness often got the better of his smartness. He was engaged in the fur trade during the entire period of my stay in the Peace River, and annually brought in an outfit of goods from British Columbia.

"Another live-wire relic of the St. John's mining camp was Dan Williams, a negro who was familiarly known in the country as Nigger Dan. This man had taken up a squatter's claim, over which there had arisen a dispute between himself and the representatives of the Hudson's Bay company, the latter caiming that it encroached upon the reservations which was allowed in connection with the fort by the dominion government, and the latter declaring, whenever he got a chance he was not going to be imposed on. He expressed a similar resolve by posting up a notice on a tree, which, standing conspicuously by the road, he selected as marking the dividing line between his land and that of the company. The notice read thus:

"Dan Williams
A Loyal British Subject
Who objects to be trodden upon
By any man except
Her Gracious Majesty Queen
Victoria."

The author describes an interesting journey he made from Fort Vermilion to Edmonton for cattle in 1880. He bought eleven head from Mr. Malcom Groat, and seven from a Mr. Harnoais, of Lac St. Anne. Four horses were purchased, one being a saddle-pony for Mrs. H B. Round, the wife of the Hudson's Bay company agent at Dunvegan. He bought one full-grown ox, for which he paid eighty dollars. For a cow with calf at foot he paid sixty dollars; for a two-year old, thirty dollars; and for a yearling, twenty dollars.

* * *

Before returning to the north, Mr. Garrioch attended a trial held at Fort Saskatchewan which was not without certain elements of opera bouffe. It was the irony of fate that Dan Williams, the same colored man who had declared his unwillingness to be trodden under foot by any man except Her Gracious Majesty Queen Victoria, should now be brought to trial in the name of that august lady hereslf for having aimed and discharged a gun at the person of one James McKinley.

"Edmonton was without a lawyer in those days, but Banjo Mike happening along on business of his own, undertook to defend Dan Williams because of old acquaintances not forgot, and also because they were one in antipathy to the Hudson's Bay company's fur-trade policy, which in those remote regions afforded little chance of success to the man who without capital undertook to oppose them.

"Banjo Mike's address to the jury was in part as follows:

"'First of all, gentlemen, you will please notice that the distance at which the shot was fired about which complaint has been made was so inconsiderable that the words of Dan could be distinctly heard; but even so were vague in significance. What would you mean if you said, 'my heart is fixed' or 'my rifle is fixed.' .And Mr. Williams might have been having trouble with his rifle. Who knows? But assuming, as the plaintiff has done, that the words, 'I'll fix you," expressed the intention to do him harm, that which followed, as described by Mr. McKinley, proves that his assumption was groundless. He says that the bullett whistled past close to his ear. Any one who knows anything about bullets will tell you that from the sound made by a passing bullett it is impossible to tell whether it is a foot or a yard or ten or twenty yards away.

"'And surely if the defendant had intended doing bodily harm and the bullet from his rifle did pass close to the plaintiff's ear, the house at least would have been hit, as he, the plaintiff, admits that he was standing at the door in front of the house; yet, mark you, he does not admit knowing whether the house was hit; why so, gentlement, I leave you to decide. But let me tell you this, that I know as many other miners know, that Dan Williams at a distance of one hundred yards can take the eye out of a jack-rabbit at every pop. Gentlemen, had Dan Williams had the slightest intention of harming Mr. McKinley, he would not have been here today to tell you the amusing little story whereby he gives you credit for some sense of humor without paying you much of a compliment for intelligence.'"

* * *

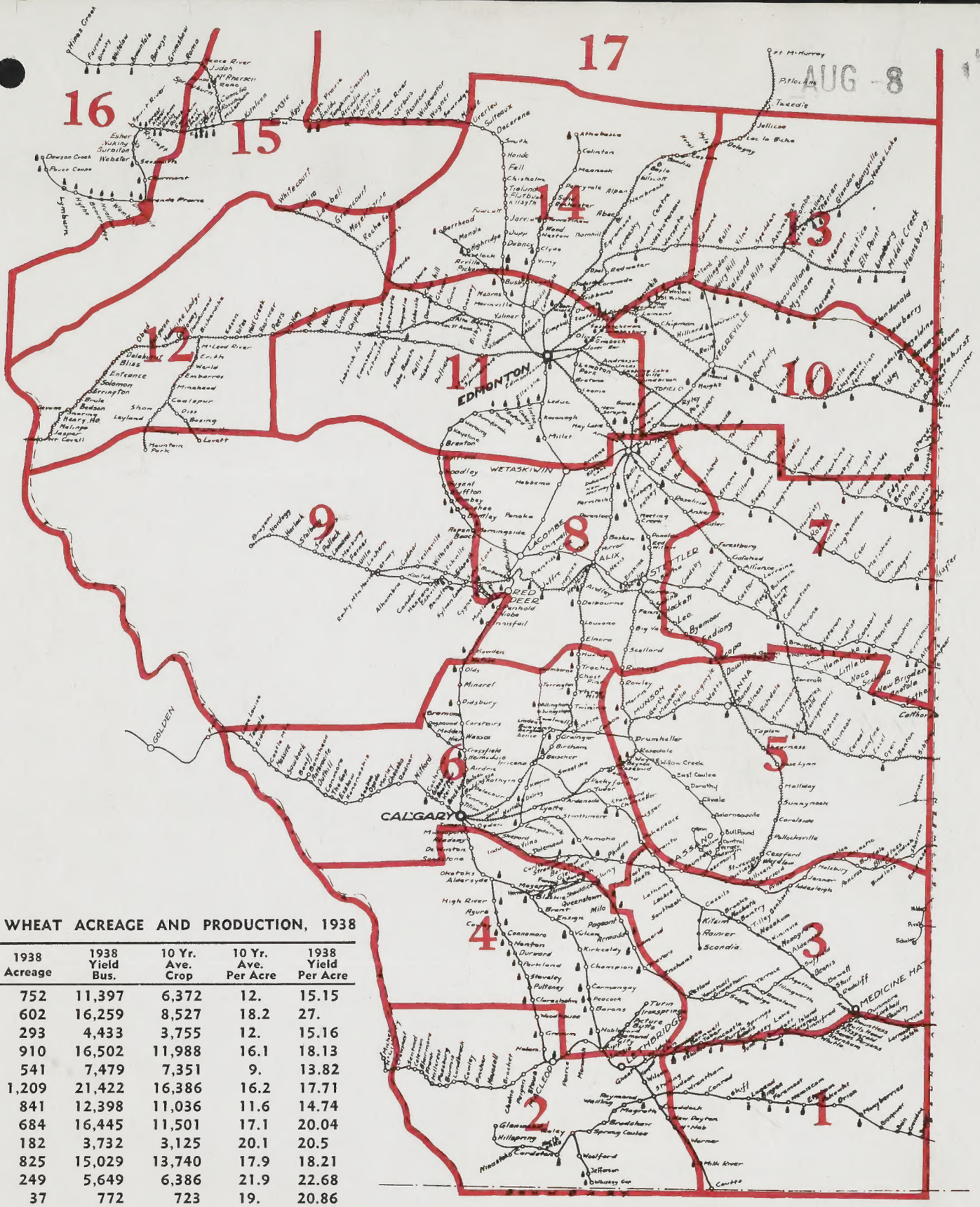
Mr. Garrioch has performed a useful service in giving us his autobiography and it is to be hoped that other "old timers" may be induced to follow his example.

In the arrangement for speakers for the three day celebration of the diamond jubilee of confederation, Peace River was doubly fortunate in the fact that His Honor Judge Howay was available for the occasion, and that his interest in this district led him to a prompt acceptance of the invitation sent him from the local committee.

Judge Howay is recognized as the leading Canadian authority on the life and expeditions of Sir Alexander MacKenzie, and for the past two or three years has been in correspondence with local people on the question of a suitable marking of the site where MacKenzie had his first fort in the winter of 1792. Always contending that this site was on the south side of the river, and being able to define the location with a remarkable assurance despite the fact that he had never visited the spot. Judge Howay welcomed the opportunity to make a personal visit and endeavor to establish the location from his own observation. Accordingly he spent an afternoon while here in looking over the site of Fort McLeod on the Alex. MacKenzie farm opposite the mouth of the Smoky river, and in checking the distances and land marks which would establish the site of Fort Fork, which was MacKenzie's headquarters. Although a heavy rain fell during a large part of the afternoon, this did not deter the work, and by evening the Judge was able to return to town with the assurance that definite knowledge gained during his afternoon of exploration and discovery had added extremely valuable data to the historical knowledge of this part of Canada. With the facts thus discovered, it is not too much to expect that the Historical Sites and Monuments Board of Canada will soon take action to properly commemorate the first white man's visit to the Peace River country.

Judge Howay also took occassion to visit the grave of H. F. ("Twelve-Foot") Davis, and to make extensive enquiries regarding his movements in the north country. In this he was able to elicit some new points bearing on Davis' life, and will continue to make further investigations as time and circumstances permit.

AUG -8



SPRING WHEAT ACREAGE AND PRODUCTION, 1938

Crop District	1938 Acreage	1938 Yield Bus.	10 Yr. Ave. Crop	10 Yr. Ave. Per Acre	1938 Yield Per Acre
1	752	11,397	6,372	12.	15.15
2	602	16,259	8,527	18.2	27.
3	293	4,433	3,755	12.	15.16
4	910	16,502	11,988	16.1	18.13
5	541	7,479	7,351	9.	13.82
6	1,209	21,422	16,386	16.2	17.71
7	841	12,398	11,036	11.6	14.74
8	684	16,445	11,501	17.1	20.04
9	182	3,732	3,125	20.1	20.5
10	825	15,029	13,740	17.9	18.21
11	249	5,649	6,386	21.9	22.68
12	37	772	723	19.	20.86
13	188	2,646	3,064	20.2	14.07
14	269	4,290	5,550	20.7	15.94
15	69	1,144	1,132	22.3	16.57
16	300	3,103	6,581	22.2	10.34
17	18	300	142	23.1	16.66
TOTAL	7,969	143,000	117,359	15.6	17.95

000 Omitted

UNITED GRAIN GROWERS LTD.

ALBERTA ELEVATORS & CROP DISTRICT MAP

MONDAY, JULY 29, 1929

Century Ago in Peace River

Much is now being done on the initiative of Mr. Jaffary, the provincial librarian and archivist, in gathering Alberta historical material and assuring its preservation. Several pioneer citizens have undertaken to write their memories and diaries and other documents of much value have been placed in his hands. In the current issue of Queen's Quarterly, Miss Elizabeth Jaffary has an article entitled "Farming in Peace River" in which are to be found extracts from journals of Hudson's Bay company factors at Fort Dunvegan that now form part of the provincial archives.

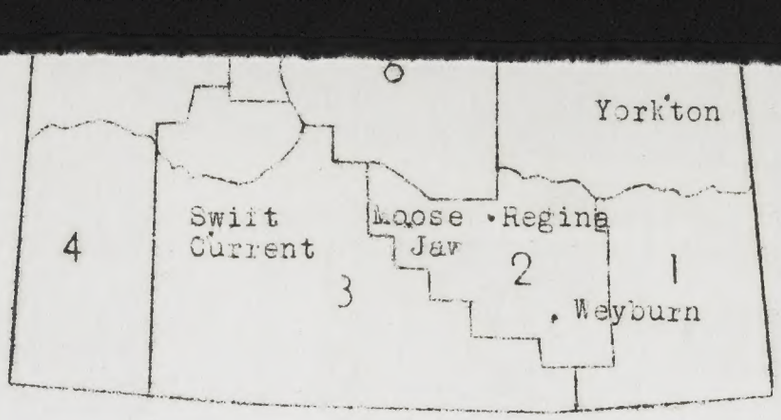
They were dug up on the banks of the Peace River below that post in the autumn of 1925. A traveler had pulled from the earth a letter written in 1896 by the chief trader to Peter Gunn, then in charge at Lac Ste Anne, that had never been delivered. Investigation showed that a slip in the bank had occurred and pick and shovel revealed a box in which the journals lay amid a lot of rubbish. They were torn and mud-stained but quite legible. One covered the period 1839-42 and the other 1853-4. Beside them on the shelves at the government buildings are journals from the same post for the years 1828-30 secured from the estate of a factor who had died recently.

The extracts furnished by Miss Jaffary have the same absorbing interest as her story of the find of four years ago. They are a reminder that during the first half of the nineteenth century the only land cultivated in the far west of the present dominion was around the trading posts. Implements, however, were of the crudest kind and the plots were of necessity limited. It is recorded that the ground under cultivation at Dunvegan in 1829 was about three and a half acres. In that year 257 kegs of potatoes, 14 of barley, one of wheat and 18 of barley were produced, besides onions and cabbages. The keg, it is noted, was the common powder keg of nine gallons. In 1840 three kegs of butter, in 1841 eight, were shipped to Chipewyan. This is the earliest butter making record in Alberta.

The various passages quoted serve, as Miss Jaffary points out, to impress what an advancement there has been in agricultural operations in Peace River during the intervening years.

> Standing out in contrast with these little cultivated plots around the posts, she writes, last year nearly half a million acres were under the plough. Harvests measured by kegs have become millions of bushels. A century ago cattle were driven in under the greatest difficulties; now they are shipped out by the trainload.

Nor must it be forgotten that, though Peace River led the rest of what is now Alberta in the commencement of farming activities, it was several decades after the southern parts of the province were opened up to settlement before its northwestern area was tapped by the railway and the movement there that has now reached such volume began.



2. Regina-Weyburn
3. South Central
4. South Western
5. East Central
6. Central
7. West Central
8. North Eastern
9. North Western

Saskatchewan Crop Report No.10, Sept. 5,1939, by Crop Districts.

No.1 South Eastern

Cutting of wheat and coarse grains is completed. Wheat threshing is nearing completion in southern and central portions of the district but there is a considerable amount remaining at points in the north. Taking the district as a whole about 75 per cent. has been completed. In many districts a large proportion of the coarse grains were cut for feed. Between 40 and 45 per cent. of the coarse grains have been threshed at this time. As previously reported crops in southern and central portions of the district range from failures to very poor yields. Returns are better on the whole in the northern portion of the district but wide variations are noted, the crop ranging from extremely poor to some fair f ields. The general average for the district will be low and a large proportion of the wheat crop is expected to grade No.4 or lower. Except for slight sawfly and grasshopper injury in the southern portion of the district, practically no damage has occurred during the past two weeks. Except for a few local showers the weather has been favourable for harvesting operations. Live stock are in fair condition, but pastures are for the most part poor.

Precipitation at points in Crop District No.1 for the period since last report up to 7 a.m. Sept. 5,1939, Estevan .48; Moosomin 1.06; Broadview 1.83.

No.2 Regina-Weyburn

About 95 per cent. of the wheat and practically all the coarse grains have been cut. There is considerable variation in the amount threshed in different districts. Wheat ranges from 60 to 100 per cent. with an average of 75 per cent. while coarse grains range from 25 to 100 per cent. with an average of 70 per cent. threshed. In some areas a considerable proportion of the coarse grains was cut for feed. Yields in the district show a very wide variation with failure or near failures reported on much of the light land in the southern and eastern portions of the district. Returns are better on the heavy land in the northern portion of the district where some fair to good returns are being realized. There is considerable variation in the quality of the crop. Insufficient has been marketed to give a definite indication, but it is expected that about 65 per cent. will fall in grades Nos. 1, 2, and 3 Northern, with the balance going No.4 or lower Some further slight sawfly and grasshopper damage is reported during the past two weeks. The weather has been mostly favourable for harvesting although some delay resulted from a rain in the Weyburn district which fell on the morning of August 31st . Live stock are in fair condition but pastures are dry.

Precipitation at points in Crop District No.2 for the period since last report up to 7 a.m., Sept. 5,1939 Yellow Grass .72; Indian Head .70; Qu'Appelle .39; Regina .13; Moose Jaw .15.

I LAWN ANY GOOD (Copyright, 1929, by The Bell Syndicate, Inc.) AND CUT THE GRASS. 7-6

Peace River Fur Traders

By W. Everard Edmonds

Today the eyes of the world are on Peace River. Acclaimed "the last Great West," this vast inland empire is attracting thousands by reason of the wonderful fertility of its virgin soil, and the next twenty-five years should witness a marvellous development. Yet, young as it is, the Peace River district has a history going back to the days of the early explorers, and on July 1, a short distance from Peace River town, a cairn erected on the site of Fork Fort where Alexander Mackenzie wintered during 1792-93 prior to his famous overland journey to the Pacific was unveiled by a representative of the Canadian government.

Fur was king during the early days on Peace River, and the history of the country during that period is indissolubly connected with the annals of the various fur companies who opened up trade with the Indians and struggled with one another for preeminence. The North West company was the first on the ground, and in "The Wintering Partners on Peace River," (Ottawa: Thorburn and Abbott), J. N. Wallace, D.L.S., has given us an excellent account of the operations of this aggressive company from the earliest records up to the time of its union with the Hudson's Bay company in 1821.

"We do not know who," says the author, "among the white race, was the first to stand on the banks of Peace River or to travel on its waters. The existence of the river was first made known to Joseph Frobisher and Alexander Henry, senior, by Indians whom they met at the easterly entrance to Ile a la Crosse lake in June, 1776. Those two pioneers of that region had come up Churchill river from Amisk lake where they had built an establishment in the previous year. As a result of their journey Thomas Frobisher, brother of Joseph, spent the winter 1777-78 at Ile a la Crosse and traded with the Indians. Next summer several traders had a meeting on Churchill river and commissioned Peter Pond to promote their interests jointly by further advance to the northwest. Pond reached the lower waters of Athabaska river and at a place on its banks, about forty miles before it reaches Lake Athabaska, he built a house in this year 1778, much in advance of any previous trading post. This establishment, known as Pond's house, stood near the place where the river divides into two branches a little to the south of the 28th surveyed base line."

Alexander Mackenzie states that Pond's establishment "was the only one in this part of the world till the year 1785." As, of course, Pond's house continued as a trading post for several years after 1785, Mackenzie's statement means that a second post was established in that year. Where was this second post? Mackenzie does not enlighten us, and any facts about the discovery of Peace River which we can glean from his records are of a very general nature.

The internal organization of the various companies formed to exploit the fur trade, after the British took possession of Canada, differed from the system then in force in the Hudson's Bay company. In the older company those who carried on the actual trade with the Indians were officials of the company, and were not a part of the corporation itself. But in the case of the other companies the higher officials who were engaged in the Indian trade were themselves partners, and there were no shareholders in the usual meaning of the term. There were two sets of partners, those who resided in Montreal, and those who lived in the west. The main duties of the former were to import the merchandise to be used in trade, to ship the furs to England, and to attend to the general accounting. The other set of partners lived in the actual field of operations throughout the year and hence were known as "wintering partners." In the North West company, the most powerful of the newer companies, the wintering partners controlled about sixty per cent of the voting power. They were men of great influence in the company's policy, and their mode of life developed marked individuality and initiative.

In November, 1804, the X.Y. company united with the North West company; and much energy previously wasted in combat was now turned into other channels. A marked increase in activity resulted, and in the following year considerable changes took place on Peace River. An aggressive move was made up the river and over the great divide. New Caledonia came into existence, the move up the last reaches of Peace River to the head of its southern source being entrusted to Simon Fraser whose first act was to establish a new post at the eastern end of the great portage which is used to pass the rapids at Hudson Hope.

Dunvegan is the best known fort in the history of Peace River, and its fame is a notable example of the romance that may be conferred on a place by associating it with an old and historic name. The name is derived from that of the castle of the MacLeods on the northwest coast of the Island of Skye, which is stated, on good authority, to date back to the year 1000 A.D. Thus Fort Dunvegan, founded by a MacLeod of Skye, gained by inheritance the glamor of an ancestral name, and the traditions of an ancient clan.

"There may be," says Mr. Wallace, "more than a fanciful resemblance between the events when Fort Dunvegan was established in 1805 and when Fort Calgary, the forerunner of the present great city, was founded just seventy years later. In each case a MacLeod was in charge of the surrounding country, and in each case the clan name had already been given to another establishment in the same region. If the name of the ancestral castle on the storm-swept coast of Skye had not been given to the fort on Peace River, might not the city of the foothills be known today as Dunvegan?"

During these early years the Hudson's Bay company had made no attempt to establish any posts on Peace River. With the exception of Turnover's visit to Lake Athabaska in 1791, and the short period from 1802 to 1806, during which Fidler maintained Nottingham house on that lake, the whole field had been left to their rivals. The company had, indeed, trouble in maintaining its ground even as far as Ile a la Crosse which was well within the limits of its charter.

In the winter of 1814-15, however, plans were made by Lord Selkirk to enter the Peace River country, and in the spring a brigade of twenty canoes left Montreal under the command of Colin Robertson and John Clarke Robertson was detained at the Red River settlement, and Clarke took sole charge of the expedition. From this time on the story is one of strife between the two companies, officials of the one frequently arresting officials of the other right up to the union of the two companies in 1821.

"It would be impossible," says the author, "to sum up judicially all the facts on both sides during the whole rivalry on Peace River because very few of the contemporary statements were exposed to cross examination. There are, however, two or three general considerations which serve to explain a good deal. The North West company regarded the arrival of the Hudson's Bay company on Peace River as an unjustifiable invasion of a river which they had been the first to explore and on which they had been well established for many years. If the claim of the North West company to the trade of the river had no legal support, it had much basis in human nature.

"The Hudson's Bay company, while considering they had as much right as their rivals, were adverse to any offensive force being used. Their officers were thereby restricted in their actions while the North West company partners were almost free lances and came from a race not slow to act on individual initiative. Lastly there was a constant undercurrent of bluster and threat on both sides which never materialized. Actual personal injury on either side was very rare in the seven years of rivalry on Peace River up to the union in 1821."

Mr. Wallace has given us an interesting book the value of which is enhanced by a good map of the Peace River district, and a copy of the Dunvegan Journal, April 15-October 14, 1806.

FOR THE INFORMATION OF THE HON. CORRESPONDING SECRETARIES

THE CANADIAN CHAMBER OF COMMERCE

BOARD OF TRADE BUILDING

MONTREAL

7th November, 1939.

Serial Letter to the Board of Directors, No. 59.

NOV 13

Dear Sir,

There are inserted hereunder extracts from the Minutes of the Meetings of the Executive Committee held in Montreal on 26th October and 2nd November, respectively:-

Those in attendance on 26th October were:- R. P. Jellett, Esq., Chairman, and Messrs. P. S. Fisher, F. Johnson, Clinton Henderson, Henry W. Morgan, J. V. R. Porteous, John W. Ross, the Secretary and the Assistant Secretary.

1. There was under preliminary consideration the need for the co-ordination of welfare and patriotic services connected with the war and for the working out of some clearing arrangements in order to avoid duplication in the raising of donations for war purposes.

2. There was under preliminary consideration a communication from the Chairman of the Wartime Prices and Trade Board with regard to merchandise advertising based on a wartime psychology. The letter suggested that voluntary qualification of the type of advertising which hinged rising prices solely on the war, examples of which were submitted, would obviate the enforcement of regulatory measures oy the Board.

Those in attendance on 2nd November were:- R. P. Jellett, Esq., Chairman, and Messrs. DeGaspe Beaubien, W. M. Birks, A. O. Dawson, F. Johnson, H. C. Hayes, T. M. Hutchison, R. J. Magor, Allan M. Mitchell, Henry W. Morgan, Rene Morin, J. V. R. Porteous, Irving P. Rexford, John W. Ross, R. E. Thorne, T. B. Weatherbee, the Secretary and the Assistant Secretary.

1. Mr. Rene Morin, the Chamber's Vice-President for the Province of Quebec, was congratulated by the Chairman on his assuming the post of Acting Chairman of the Canadian Radio Broadcasting Corporation.

2. Mr. Allan M. Mitchell, the Chamber's nominee to the Industrial Hygiene Committee, set up by the Department of Pensions and National Health at Ottawa, reported that he had attended a meeting of this Committee in the capital on 11th October, at which constructive measures had been projected for the wartime programme of the committee.

3. There was again under consideration a letter from the Chairman of the Wartime Prices and Trade Board requesting the Chamber's co-operation in the matter of wartime advertising.

It was decided to transmit the attached communication to the Chamber's organization membership and to other interested bodies such as the Better Business Bureau, the Canadian Daily Newspaper Association, the Association of Canadian Advertisers, the Canadian Association of Advertising Agencies and the Retail Merchants Association. This action was taken as the Chamber had been requested by the Government to act in this capacity.

4. There was approved the attached communication for release to the Chamber's organization membership on the question of the need for the co-ordination of wartime domestic services.

Yours very truly,

W. McL. Clarke

Secretary.

C*Y

Mark Anniversary Mackenzie's Journey to Pacific Ocean

150 Years Since Explorer Arrived at Fort Fork to Spend Winter; First White Man to Cross Continent North of Mexico

The recorded history of the Peace River country dates back 150 years and next Sunday marks the 150th anniversary of the arrival of Sir Alexander Mackenzie at his winter quarters at Fort Fork, about 15 miles upstream from the present location of Peace River town

The explorer was on his way on a successful voyage of discovery, during which he crossed the Rocky mountains to sea water. In doing this he was the first known white man to have crossed the continent north of Mexico.

Leaving Fort Chipewyan October 10, 1792, Mackenzie remained at Fort Fork from November 1, 1792, to May 9, 1793, at which time he left by canoe for the west. He arrived at his destination July 22, 1793, and after a brief stay commenced the return journey, arriving at Fort Fork August 24, from where he proceeded to Fort Chipewyan.

A cairn was erected July 1, 1929, by the Historic Sites and Monuments board to mark the site where Fort Fork was erected, the cairn being placed across the Peace river from the site of the fort, due to the accessibility to motorists.

The cairn was unveiled by Judge Howay, chairman of the board, who delivered the address, with a crowd of more than 500 in attendance.

Pictures of the cairn unveiling and interesting facts on Mackenzie's visit will be found on page six of this issue.

Unfortunately, due to the war, the celebration planned to mark the event at Peace River had to be cancelled. However, a committee named to sponsor some fitting recognition of the event announced an essay contest, the winners of which have been recently announced as follows:

Junior, "What the Cairn Stands For": 1, Louise Losse, Fairview; 2, Phyllis Begallis, no address given.

Intermediate, "Mackenzie's Journey to the Pacific": 1, Nita Harrison, West Peace River; 2, Eleanor Pederson, Griffin school, Brownvale.

Senior, "Mackenzie's Journey to the Pacific": 1, Florence Bourassa, Peace River; 2, Steffania Raychyba, Peace River. The winning essay in this class is published in this week's issue.

Sunday 150th Anniversary Mackenzie's Arrival at Fort Fork on Pacific Journey

Was First White Man Known to Have Crossed Continent North of Mexico

While most of the citizens of the Peace River country are aware we mark next Sunday the 150th anniversary of the arrival of Sir Alexander Mackenzie at the site of his winter quarters above the junction of the Peace and Smoky rivers, not many have had the privilege of reading the explorer's diary of his journey. This book, along with others on the explorer are available at the Peace River library. To acquaint our readers with some of the most important facts of the journey to the Pacific, we give herewith a brief resume of some of the outstanding developments as noted in the diary:

October 10, 1792: Having made every necessary preparation I left Fort Chipewyan to proceed up the Peace river. I had resolved to go as far as our most distant settlement, which would occupy the remaining part of the season, it being the route by which I proposed to attempt my next discovery, across the mountains from the source of that river; for whatever distance I should reach this fall would be a proportionate advancement of my voyage.

In consequence of this design I left the establishment of Fort Chipewyan accompanied by two canoes laden with necessary articles for trade; we accordingly steered west for one of the branches that communicates with the Peace river, called the Pine river; at the end of which we waited for the other canoes in order to take some supplies from them, as I had reason to apprehend they would not be able to keep up with us. We entered the Peace river at 7 in the morning of October 12, 1792.

On the 13th at noon we came to the Peace Point, from which, according to the report of my interpreter the river derives its name; it was the spot where the Knisteneaux and Beaver Indians settled their dispute; the real name of the river and point being that of the land which was the object of contention.

When this country was formerly invaded by the Knistenaux, they found the Beaver Indians inhabiting the land about Portage la Loche; and the adjoining tribe were those whom they called Slaves. They drove both these tribes before them; when the latter proceeded down the river from the Lake of the Hills, in consequence of which that part of it obtained the name of the Slave river. The former proceeded up the river and when the Knisteneaux made peace with them this place was settled to be the boundary.

There were frequent changes of weather in the course of the day, and it froze rather hard in the night. The thickness of the ice in the morning was sufficient notice for me to proceed. I accordingly gave the natives such good counsel as might influence their behavior and took my leave (of the Old Establishment) on the morning of October 23, 1792.

We arrived at the forks of the river, the eastern branch appearing to be not more than half the size of the western one. We pursued the latter in a course southwest by six miles, and landed on the 1st of November at a place which was designed to be my winter residence; indeed, the weather had been so cold and disagreeable, that I was more than once apprehensive of our being stopped by the ice and, after all, it required the utmost exertions of which my men were capable to prevent it; so that on their arrival they were quite exhausted. Nor were their labors at an end, for there was not a single hut to receive us; it was, however, now in my power to feed and sustain them in a more comfortable manner.

We found two men here who had been sent forward last spring for the purpose of squaring timber for the erection of a house, and cutting pallisades, etc., to surround it. With them was the principal chief of the place and about 70 men who had been anxiously waiting for our arrival, and received us with every mark of satisfaction and regard which they could express.

They (the two men who preceeded us) had formed a sufficient quantity of pallisades 18 feet long seven inches in diameter to enclose a spot of 120 feet; they had also dug a ditch three feet deep to receive them and had prepared timbers, planks, etc. for the erection of an house.

I was, however, so much occupied in settling matters with the Indians and equipping them for their winter hunting that I could not give my attention to any other object until November 7, when I set all hands at work to construct a fort, build a house and form storehouses. On the preceding day the river began to run with ice, on the 11th we had a southwest wind with snow. On the 16th the ice stopped in the other fork which was not above a league from us, across the intervening neck of land.

December 23, 1792. I this day removed from the tent into the house which had been erected for me, and set all the men to begin the buildings intended for their own habitation. Materials sufficient to erect a range of five houses for them, of about 17x12 feet, were already collected.

December 29, the wind being at northeast, and the weather calm and cloudy, a rumbling noise was heard in the air like distant thunder, when the sky cleared away in the southwest; from whence there blew a perfect hurricane which lasted till 8. Soon after it commenced, the atmosphere became so warm that it dissolved all the snow on the ground; even the ice was covered with water and had the same appearance as when it was breaking up in the spring.

February 2, 1793. The weather now became very cold and it froze so hard in the night that my watch stopped.

The hard frost which had prevailed from the beginning of February continued to the 16th of March when the weather became mild. March 13 some geese were seen and these birds are always considered the harbingers of spring. On the 1st of April my hunters shot five. This was a much earlier period than I ever remembered to have observed the visits of wild fowl in this part of the world. On April 5th the snow had entirely disappeared.

On the 20th of April we were first visited by gnats and mosquitoes. On the other side of the river, which was yet covered with ice, the plains were beautiful, the trees were budding and many plants in blossom. Mr. McKay brought me a bunch of flowers of a pink color and a yellow button encircled with six leaves of light purple. The change in the appearance of nature was as sudden as it was pleasing for only a few days were past away since the ground was covered with snow. April 25th the river was cleared of ice.

The month of April being now passed, I ordered our old canoes to be repaired with bark and added four new ones to them, then with the furs and provisions I had purchased six canoes were loaded and despatched May 8 for Fort Chipewyan.

I ascertained by various observations the latitude of this place to be 56.9 north and longtitude 117.35.15 west. Having settled this point the canoe was put into the water, her dimensions were 25 feet long, 26 inches hold and four feet nine inches beam. At the same time she was so light that two men could carry her on a good road three or four miles without resting. In this slender vessel we shipped provisions, goods for presents, arms, ammunition and baggage to the weight of 3,000 pounds and an equipage of 10 people, namely Alexander Mackay, Joseph Landry, Charles Ducette, Francois Beaulieux, Baptist Bisson, Francois Courtois and Joseph Beauchamp, with two Indians as hunters and interpreters. My winter interpreter and another person whom I left to take care of the fort shed tears on the reflection of those dangers which we might encounter in our expedition, while my own people offered up their prayers that we might return in safety from it.

May 9, 1793. We began our course south by west against a strong current one mile and three-quarters, southwest by south one mile, and landed before 8 on an island for the night.

June 12, 1793. The lake is about two miles in length east by south and from 300 to 500 yards wide. This I consider the highest and southernmost source of the Unjigah or Peace river, latitude 54.24 north, longtitude 121.

At about 8, July 20, 1793, we got out of the river which discharges itself by various channels into an arm of the sea.

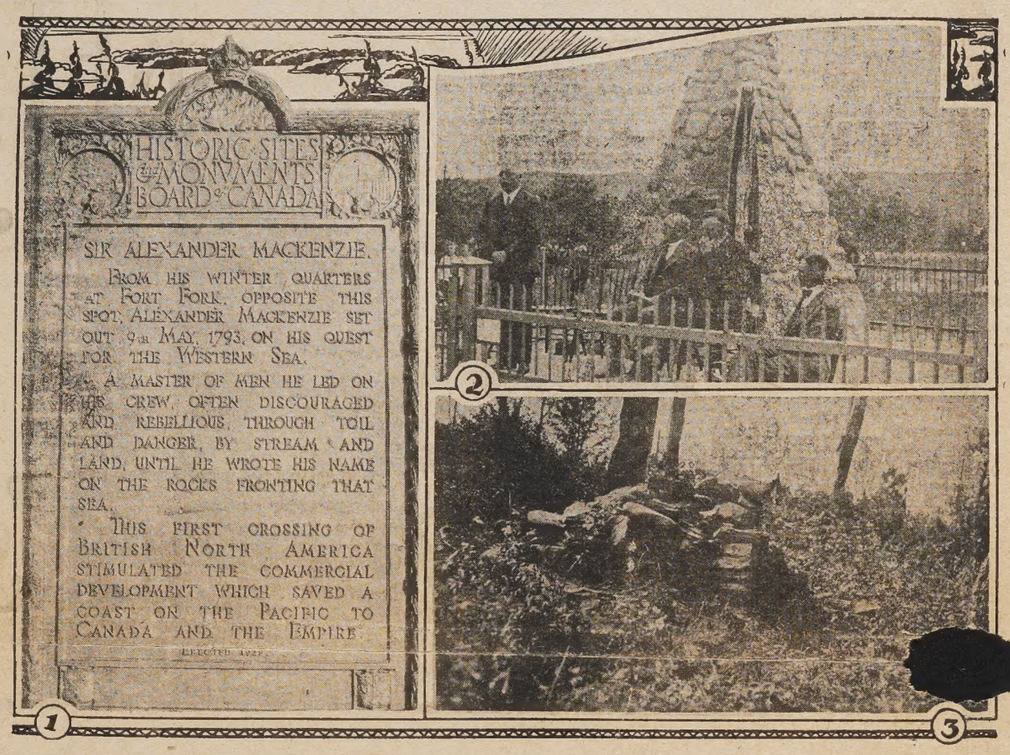
On July 22 I mixed up some vermilion and melted grease, and inscribed, in large characters on the face of a rock on which we had slept the night, this brief memorial—"ALEXANDER MACKENZIE FROM CANADA, BY LAND, THE TWENTY-SECOND OF JULY, ONE THOUSAND SEVEN HUNDRED AND NINETY-THREE."

August 16. If I could have spared the time it was my intention to have taken some salmon alive and colonized them in the Peace river, though it is very doubtful whether that fish would live in waters which have not a communication with the sea.

August 17. At 5 o'clock we renewed our progress. We were compelled to carry from the lake to the Peace river, the passage, from the falling of the waters, being wholly obstructed by driftwood. Two and one-half hours later we began to glide along the Peace river.

August 24. We noted the country increased in beauty. As we approached the fort the cattle appeared proportionately to diminish. At length we rounded a point and came in view of the fort, we threw out a flag and accompanied it with a general discharge of firearms; while the men were in such spirits and made such an active use of their paddles, that we arrived before the two men whom we left here in the spring, could recover their senses to answer us. Thus we landed at 4 in the afternoon at the place we left on the 9th of May. Here my voyages of discovery terminate. Despite hardships I received reward of my labors for they were crowned with success.

After an absence of 11 months I arrived at Fort Chipewyan where I remained for the purpose of trade during the succeeding winter.


HISTORIC SITES and MONUMENTS BOARD of CANADA
SIR ALEXANDER MACKENZIE.
FROM HIS WINTER QUARTERS AT FORT FORK, OPPOSITE THIS SPOT, ALEXANDER MACKENZIE SET OUT 9th MAY, 1793, ON HIS QUEST FOR THE WESTERN SEA.
A MASTER OF MEN HE LED ON HIS CREW, OFTEN DISCOURAGED AND REBELLIOUS, THROUGH TOIL AND DANGER, BY STREAM AND LAND, UNTIL HE WROTE HIS NAME ON THE ROCKS FRONTING THAT SEA.
THIS FIRST CROSSING OF BRITISH NORTH AMERICA STIMULATED THE COMMERCIAL DEVELOPMENT WHICH SAVED A COAST ON THE PACIFIC TO CANADA AND THE EMPIRE.
ERECTED 1927
1
2
3

CAIRN TO MARK SITE OF MACKENZIE'S WINTER CAMP WAS UNVEILED JULY 1, 1929

When the cairn which marks the site of Fort Fork, Sir Alexander Mackenzie's winter quarters in 1792-93, was unveiled July 1, 1929, the above pictures were taken. No. 1 shows the bronze tablet on the face of the cairn bearing the inscription.

No. 2 shows a scene at the unveiling, the figures from left to right being Judge F. W. Howay, New Westminster, who delivered the address; the late W. H. Wilson, then mayor of Peace River and chairman of the committee; D. M. Kennedy, M.P. and H. W. Allen, M.L.A., all of whom took part in the ceremony.

No. 3 shows the actual site of Fort Fork at the time of the unveiling, the fort being across the river from the site of the cairn. The pile of rocks is the remainder of the chimney which stands today to mark the site where Sir Alexander Mackenzie established his winter camp 150 years ago next Sunday.

MACKENZIE, HERE WE COME! or LOOK WHAT YOU DID, ALEXANDER!

Almost exactly one hundred and fifty years ago
(On November the first, to be exact)
Alexander Mackenzie arrived here.
He had heard about the Peace River Country,
And decided that it was time he discovered it.
And his first act, on arriving
Was to gather the inhabitants together
And, having first fortified them with Rum Punch
(Composed of Rum and Cocoa-Cola)
He made them a Speech,
In which he informed them that they were
A Race of Sturdy Pioneers
And that their Inland Empire was a Heritage
Of Vast Potentialities
After which, he traded them out of their fur
And went on and discovered the Pacific Ocean.
(A fact that is generally ignored
By the American Historians,
Who prefer to think that Lewis and Clark came first,
Though they were twelve years later)
And ever since that day
We, who have been sitting here,
Waiting for Something to Happen,
Have been subjected
To an intermittent stream
Of Distinguished Visitors
Every one of whom arrived
Ready and more than willing
To make a Speech.
The same Speech.
On the least provocation, they would rise to their feet
And, adopting a patronising Attitude
They would shoot off the same old Platitude,
All about our Vast Potentialities.
But they never Did Anything About It.
And so it is with feelings
Of amazement and delight
That we find in our midst
A group, bunch or gang
Of Distinguished Strangers
(Tall, Dark and Handsome)
Who come unprepared and apparently unwilling
To make Speeches
About our Vast Potentialities
But are evidently prepared
To Do Something About It.
We should feel grateful
To a thoughtful and paternal Government
That has equipped them,
Each and every man
Not with Speeches,
But with ten-wheeled trucks
And at least fifteen pairs of Breeches,
And Peeps and Beeps and Jeeps
And even jeep-dogs.
And so the least we can do
Is to get out the white-wash and a brush
And chalk a WELCOME on the Mat.—Contributed.

Mackenzie's Journey to the Pacific

By FLORENCE BOURASSA

Winner of 1st prize in the senior class of the essay competition sponsored by a local committee in connection with the 150th anniversary of Sir Alexander Mackenzie's wintering near Peace River.

Here in the Peace River country our known history dates back 150 years ago to the time one of the first white men reached the banks of the Peace. To begin this, one has to start with Alexander Mackenzies' arrival at Fort Chipewyan in 1788.

It was to young 29-year-old Mackenzie's anxiety to solve the riddle of a northwest passage to the western ocean that we owe the exploration of the Peace. He encountered an Indian who described to him the course of the Peace river, that flowed down frow the mountains, and gave him the idea that these mountains might be crossed to reach the western ocean. He must have determined then to make the trip but with typical Scottish foresight he first took a trip to Scotland and studied surveying and secured a sextant, compass and other surveyor's instruments. So finally, with a technique for travel and a fine indomitable spirit, he eagerly set out from Fort Chipewyan.

His first objective was the forks of the Peace and the Smoky, arriving here on the first of November, 1792, only just ahead of the ice. Here he spent the winter, building a fort and preparing for his search for the northwest passage.

Mackenzie left his fort at the Forks May 9, 1793, in a heavily-laden canoe with 10 men and a dog. Of the jounrney up this mighty turbulent Peace river not enough can be said, only that the most arduous days on the Arctic voyage were easy compared with the toil and danger which his party was called upon to endure at the very outset of this expedition. Without a leader of so fine a determination and so inspiring confidence, it would have returned, beaten and hopeless, within a week.

After reaching the headwaters of the Peace the next stage involved the ascent of the tributory Parsnip river to its source, the discovery of a carrying-place between its headwaters and a river flowing west, and the descent of any stream which they reached until it joined the great river of which they had heard—the Fraser. It was, perhaps, this trek across the Great Divide, the most hazardous stage of the journey. Thus on June 17, 1793, they found themselves on the banks of the Fraser river. Descending the treacherous stream to a point where a mountain trail branched west, they abandoned their canoe.

The nearest point on the coast was still 200 miles away, as the crow flies, and the intervening country was a tangle of mountain ranges and high plateaus, dotted with small lakes and intersected by the deep valleys of many winding streams. The track across the mountains was hard to find and difficult to follow. The 14 days of this overland march, toilsome as it was, were the most interesting to Mackenzie. The mode of travel, the natives, the scenery, all were new to him, and he was certain that every step was taking him nearer to the attainment of his supreme desire.

On the 17th of July, 1793, the party reached the Bella Coola river at a point only about 30 miles from the ocean, so pushing steadily onward in two borrowed canoes, they entered a narrow arm of the sea which soon took them to the shores of the Pacific ocean.

Thus he achieved his great ambition, an ambition which had driven him through peril from man and nature and by grinding

(continued on page seven)

WE OWE A DEBT to The Pioneers

To SIR ALEXANDER MACKENZIE

WHO PIONEERED THE TRANS-CANADA ROUTE TO THE PACIFIC OCEAN 150 YEARS AGO.

and to OTHER EXPLORERS

who ventured into an unknown land.

To The EARLY SETTLERS

WHO CAME TO THIS DISTRICT EARLY IN THE 20th CENTURY and took up homesteads, built homes and places of business, and who look upon the Peace River country as their home.

To The NEW PIONEERS

WHO ARE PLAYING AN IMPORTANT PART IN OPENING UP THE PEACE RIVER COUNTRY—enabling it to take its rightful place in this nation of ours.

All have Worked Hard

to make this

A BETTER NATION.
A BETTER PROVINCE.
A BETTER COMMUNITY.

THIS TRIBUTE IS INSERTED BY THE FOLLOWING BUSINESS HOUSES OF PEACE RIVER:

TOWN OF PEACE RIVER	P. R. CHAMBER OF COMMERCE
CANADIAN LEGION B.E.S.L.	J. D. LEVESQUE Ltd.
PEACE RIVER MEAT CO. LTD.	QUINN'S BAKERY
DR. WM. GREENE	McLURE'S
PEACE RIVER DRUG CO. Ltd.	T. A. NORRIS
ZABEL MOTORS	IMPERIAL STORE
W. R. LITTLE	HUDSON'S BAY COMPANY
DOMINION ELECTRIC POWER Ltd.	S. R. ASH
C. W. CAMPSALL	C. W. RICHARDSON
PALACE TRANSFER	PEACE RIVER 5c-$1 STORE
O'SULLIVAN & STIGSEN	PEACE RIVER MILLING CO. Ltd.
KAY'S LADIES' WEAR	PALACE OF EATS CAFE

MAKING A COUNTRY

How Vermilion Settlement on Peace River was Established- W. J. Melrose Tells the Story of Entersrise Hardship and Success in Establishing Up-to-Date Farming on the Lower Peace River Thirty Years Ago.

In the days when Edmonton was little more than a Hudson's Bay trading post, and Peace River town was only a point upon the map, occupied in the summer time by a representative of the Hudson's Bay Company and in winter uninhabited, pioneer missionaries of the Anglican Church were growing barley, wheat and luxuriant garden produce at Fort Vermilion, four hundred miles north of the present site of the City of Edmonton, upon the banks of the great Peace river. These pioneers knew of the possibilities of the great Northland when the territory between Edmonton and Calgary was practically a wilderness, with only stopping places for the stage coach at distances of every twenty miles. In fact, grain was successfully grown at Fort Vermilion before the steel of the Canadian Pacific railroad was extended over the broad prairies of Manitoba, Saskatchewan and Alberta to the town of Calgary. When the Reil rebellion was terrorizing Western Canada—when settlers, Government officials and missionaries were being murdered by Indians along the Saskatchewan—far to the north the missionaries were living peacefully, teaching the red men and developing the country. And now, after thirty years, the world is only beginning to realize what these pioneers discovered—that the great northland is perhaps after all the best, as well as the last, great west.

The story of the importation into Fort Vermilion of the first poultry, saw-mill, flour mill and last, but not least, a 12 horse-power Waterous steam engine, is a chapter of history of the great northland which is unrivalled in point of adventure, combined with faith and confidence.

One of the two men who were primarily responsible for the success of this adventure is living in Edmonton today, Mr. W. J. Melrose, who at the time was the assistant at the Anglican mission school at Fort Vermilion. The Anglican mission is still in existence; crops equal to and better than many in other parts of Canada are grown in the Fort Vermilion district today; the great northland has been opened up and developed; towns have sprung up; railroads traverse the wilds that were; newspapers are printed and tens of thousands of bushels of grain are now being grown, upon the land which only a few years ago was the unchallenged hunting ground of the redman. And, indirectly, at least it was through the great faith in the north country demonstrated by this band of hardy pioneers that much of this has been accomplished.

The date when the wonderful productiveness of the Fort Vermilion district was first discovered is clouded in doubt. Hudson's Bay traders, missionaries, and the other white men who first travelled in the north, doubtless were pleasantly surprised to learn that there was rich soil, wonderful sunshine, warm weather and warm rain in the north during the summertime, instead of being one big frigid area as represented in the old geographies. Gardens were planted by the traders and missionaries and wonderful growth resulted. But almost two thousand miles separated this garden spot of the north from the nearest railroad, and the representatives of trade and religion had so many other duties to perform in ministering to the needs of the Indians that they did not experiment in agriculture upon any great scale.

As early as 1881 there were from 15 to 20 children in attendance at the mission school at Fort Vermilion, which was conducted in connection with the missionary work of the Anglican church. At that time Reverend Alfred Garrock was in charge of the post and Eugene Lawrence was the teacher at the school.

In 1881, W. J. Melrose, who is at present living in Edmonton, started out from Montreal headed for Fort Laird, in the McKenzie River district, two hundred miles southwest from Fort Simpson. He started with the intention of opening a mission school at Fort Laird, under the jurisdiction of Bishop Bompas. But after reaching Winnipeg the plans were changed and it was decided that he should go to Fort Dunvegan for the winter, instead.

At that time the end of steel was at St. Boniface, opposite Winnipeg, and in order to reach that point it was necessary to travel from Montreal to Chicago, up to St. Paul, and then north to St. Boniface and Winnipeg. From Winnipeg to Edmonton was the next lap of the journey, and, travelling over the old Battleford trial, this city was reached on August 5th, 1881, and Mr. Melrise camped for two weeks east of the site of Clark's mill, on the South Side.

He sold his horses and outfit, which he had purchased in Winnipeg, to Malcolm Groat, and, borrowing them from him again, rode horseback to Athabasca Landing, sending back the horses by traders.

At Athabasca Landing he took passage in one of the Hudson's Bay "York" boats for Lesser Slave Lake. Reaching the west end of Lesser Slave Lake he travelled on horseback to Peace River Crossing. At that time there was no town of Peace River, only a Hudson's Bay warehouse and a building used by the Hudson's Bay agent during the summer months, marking the place where a thriving and progressive town now stands. Mr. Melrose crossed the river and went straight to Fort Dunvegan.

The winter of 1881 and 1882 was spent at Fort Dunvegan, where there was the old Hudson's Bay fort, a Roman Catholic and an Anglican mission. In the fall of 1882 Rev. Mr. Brick, who had just come into the country by way of Chipewyan and Ile la Crosse, came up to Peace River Crossing in the company of Bishop Bompas. Mr. Brick took charge of Fort Dunvegan and Mr. Melrose returned with Bishop Bompas to Fort Vermilion, a river journey of some 300 miles, where he remained until September 14th, 1885.

During this time experiments were conducted in the growing of grain and garden produce at Vermilion. Small plots of land were cultivated, and, with the crude methods available, were planted to grain and harvested. In the winter the grain was ground by hand in a steel mill, similar to a coffee mill, and from this the winter's breadstuffs were provided for the feding of the children of the school and the families of the workers.

Eugene Lawrence had taken charge of the Anglican mission school at Vermilion in the fall of 1879, and Henry Lawrence, his brother, came out from Ontario in August, 1885. Henry Lawrence was so enamoured with the country that he decided to send for his wife and eight children, who were in Ontario, and W. J. Melrose, who was returning east on furlough, was to collect an outfit and arrange for its transportation across the prairies, over the trails, through the bush and via boat and raft to Fort Vermilion, and Mrs. Lawrence and family were to return with him.

On September 14, 1885, Mr. Melrose left Fort Vermilion for Peace river Crossing in a dugout canoe, which he poled up the river over three hundred miles. The trip took 19 days, not including Sundays, for no travelling was done on the Sabbath. Reaching Peace River Crossing, Mr. Melrose found the Hudson's Bay clerk having his meal on the bank of the river. The warehouse had been boarded up for the winter. He had only enough grub to last him until he reached Dunvegan, where he would spend the winter, and, as Mr. Melrose had planned to stock up on eatables at Peace River Crossing, the only thing left for him to do was to start out for Rev. Mr. Brick's at Old Wives' Lake, to get some provisions there. But upon his arrival at Rev. Mr. Brick's mission house he found him in the same state, for he was living only upon his garden. This necessitated a delay of some few days until bacon and flour could be secured from the Hudson's Bay at Fort Dunvegan. The return was made to Peace River Crossing, without knowing how he would be able to make the portage of eighty miles to Lesser Slave Lake. However, on reaching the Crossing, Mr. Melrose was surprised to see two men standing on the bank on the opposite side of the river, with a horse and cart. They had arrived there only that morning and had come to wash gold on the sand bars of the Peace. They had had instructions to return the horse and cart upon the first opportunity found. "Naturally, I claimed the outfit," said Mr. Melrose, in describing the incident. With a Beaver Indian boy he crossed over the portage to Lesser Slave Lake.

On reaching the lake he found that all the Indians were away to their fishing ground and that the last Hudson's Bay boat had already gone for Athabasca Landing. It looked as though he would be stranded; but, through the kindness of Albert Tait, who was in charge of the Hudson's Bay post, the only Indian at the post was secured and took Mr. Melrose across the lake and down to the Athabasca river in a birch-bark canoe. Mr. Melrose arrived at Athabasca Landing alone, a day and a half after he had left the Indian. A delay occurred there of over a week and finally the start was made for Edmonton, which was reached after a tedious trip of three days.

In the five years which had elapsed since Mr. Melrose had first gone to Fort Vermilion, the railroad had been pushed across the prairie as far as Calgary. A stage was running between Edmonton and Calgary and the southern city, which was then only a small town at the junction of the Bow and Elbow, was reached after a five-day stage journey. There were practically no settlers between Calgary and Edmonton, only stopping places every forty miles where the stage would stay over night with noon stops half way between. Every man carried his blankets in those days and when a stopping place was reached each traveller picked out what looked to be the softest board, rolled his blankets around him and went to sleep until daylight when the journey would be resumed. At Calgary he took the train for Montreal, arriving there November 19, being two months and five days on his journey from Fort Vermilion to Montreal.

Thousands Take

this mild, family remedy to avoid illness, and to improve and protect their health. They keep their blood pure, their livers active, their bowels regular and digestion sound and strong with

BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 25 cents.

At South Stukely, Que., Mr. Melrose met Isaac Lawrence, brother of Henry Lawrence. Isaac Lawrence was an experienced farmer and stockman and was a big help in the careful and judicious selection of the fine stock needed for the proposed trip to the great northland—a trip which meant more to the early development of the country than any other one thing in its history.

The outfit which was finally selected for a winter of work was as follows: 1 Waterous 12 horse power steam engine, saw mill machinery, shingle mill, complete flour mill, three yoke oxen, two bulls, cow and heifer, six hens and rooster, 1 organ, the first one in the Peace River district.

It was a very elaborate outfit to be transported even in these modern days of travel, and when it is considered that it was to be freighted over 700 miles of practical wilderness between Calgary and Fort Vermilion the size of the undertaking may be more fully realized.

In addition to the transportation of the freight and livestock, arrangements had to be made for the travelling with the outfit of Mrs. Henry Lawrence and her family of eight small children. On leaving Montreal Mr. Isaac Lawrence took charge of the cattle and Mr. Melrose went to Renfrew, Ontario, to meet Mrs. Henry Lawrence and her family, who were ready for the long trip. Mr. Melrose, Mrs. Lawrence and the eight children went to Calgary together. Mr. Lawrence with the cattle and freight arrived there at practically the same time. They remained there for some time; then, as Mr. Melrose expressed it: "Our troubles began."

The departure from Calgary was a notable event and the citizens of the small pioneer town turned out en masse to bid farewell to the party. It was the biggest party and largest amount of freight that had ever left Cowtown over the Edmonton trail. A Calgary freighter named Macdonald was engaged with his outfit to assist in the work of transportation. The engine was dismantled. Thirty-seven hundred pounds of freight were placed upon one wagon, in addition to Mrs. Lawrence and the smaller children. The wagon was drawn by a yoke of oxen, and two yoke of oxen were hitched to the upright engine. The departure was about May 23, 1886.

All went well as the caravan departed up the hill north of Calgary. The crowd gave a cheer and the freighters disappeared into the valley of Nose Creek. The first thing that was encountered was a slough at the bottom of the hill in the lowlands. The wheels of the portable engine sank down and the firebox, which was only about fourteen inches above the ground, was stuck solidly in the mud. The wagon was immediately unloaded and camp made while Mr. Lawrence and Mr. Melrose went back to Calgary, after figuring out a way for releasing the engine which proved to be successful and was used all the way on the long trek north. Four sixteen-foot planks were brought back and some long bolts. The oxen were hitched to the rear of the engine and the heavy vehicle pulled back upon dry ground. Then a mud boat was made by hanging the planks onto the front and rear axels under the firebox and extending out to the back of the engine. No more trouble was experienced after this in going through sloughs or soft places in the road, for when the wagon wheels got so deep in the mud the "boat" rested upon the ground and the heavy contrivance was yanked along.

All went well until the caravan reached the crossing at Red Deer, where a ferry was in operation. Before pulling the engine aboard the ferryman was asked if the "deadmen" or cable stakes were solid and he replied in the affirmative. The same question was asked when the other side of the river was reached, and preparations were being made for landing. On reaching the north side the three yoke of oxen were hitched to the engine so as to be sure that there would be no trouble. The front of the engine struck the bank, leaving all the weight upon the back wheels. Just then the "deadmen" gave way. With the oxen pulling on the engine the ferry scooted out into the river and the rear end of the engine dropped into the river with the front wheels upon the bank. The question then was how to get ou, and as the water was a couple of feet deep and the bank some few feet above the level of the water it was necessary for the men to get down into the water, remove some of the loose boulders, get the oxen down into the river and pull the engine back into the river. The engine had to be pulled downstream for a distance of almost a quarter of a mile. After half a day's work the engine was drawn up the bank safely. If the workers had not been connected with the church it is altogether probable that some rather harsh language would have been used about the ferryman who was so sure that the "deadmen" were in securely.

The following day the journey was resumed towards Edmonton. Half way between Edmonton and Athabasca Landing, Eugene Lawrence met the party, having come up from Fort Vermilion.

At Athabasca Landing the party came to the end of the road and the last and most difficult lap of the journey was about to begin. Two pack saddle were made there, for the oxen, and the cattle were swum across the river, leaving the outfit, Mrs. Lawrence and the younger children waiting for the Hudson's Bay boats. The engine was taken to pieces and rolled into the bottom of the Hudson's Bay York boat. The start was then made for Lesser Slave Lake by Mr. Melrose, and one of the older Lawrence boys driving the cattle and oxen. It was thought that the journey would be successfully made overland in about two weeks, and so the party was only provided with provisions for that length of time. But, there being no road whatsoever through the dense woods, the travelling was slower than had been expected. The provisions gave out after about two weeks. There was no means of knowing how far the party was from the lake, and there was no relief in sight, not even any Indians in the district. Then followed one of the most nerve racking and exciting incidents of the journey. Leaving the party, Mr. Melrose told the boys to make breakfast while he went down to the river, a distance of about half a mile, to see if there were any signs of the boatmen having passed recently. The old York boats of the Hudson's Bay company were towed along the banks of the river by means of a line pulled by a number of men. When Mr. Melrose reached the old footpath along the river he found no traces of the boatmen having passed the point recently. Not having any paper, he got some birch bark and wrote a sign telling of the predicament in which he and his party was. This was placed in a forked stick and stuck in the tow path. This was about 9 a.m., and at about three o'clock the boats came along. One of the Indians on the tow line found the note and carried it to Mr. Eugene Lawrence on the boat. Mr. Lawrence struck out with some bacon and flour. By this time the cattle drive had made good progress and when night came the men were sitting around the campfire. Every thing in the grub line had been cleaned up and there was no knowledge where the next meal would come from.

It was now dark. All at once Mr. Lawrence, not knowing how far he would have to go to overtake the party, "let out one of the most awful yells ever sounded," as Mr. Melrose described it. He happened to be within a short distance of the camp, but he could not see the occupants. The yell made the hair stand upon end. However, it was soon recognized as the voice of Eugene Lawrence, and, again quoting Mr. Melrose, "It was a happy meeting."

The next day a fresh start was made and four days later the outlet of Lesser Slave lake was reached. The boats had already passed this point. The grub was again low, but Mr. Lawrence had arranged for the boatmen to leave a cache, which they did. It took about a week to get from the mouth of the river to the fort of Lesser Slave Lake, now Grouard. In the meantime Mr. Lawrence had again remounted the engine and was all ready for the trip across the portage.

It took a week to get to Peace River Crossing. The cattle, and three yoke of oxen were swum across the river, and the men of the party went up the river a few miles onto an island, where a raft was constructed, and the engine, one yoke of oxen and some freight, together with Isaac and Eugene Lawrence, Mrs. Lawrence and the eight children, were put aboard, and the journey started down the river, three hundred miles for Fort Vermilion. Mr. Melrose remained at the crossing with two yoke of oxen and an Indian lad. Four trips over the portage were necessary to bring forward the large quantity of freight that had been brought in. When all was in readiness another raft was built, and the balance of the freight was started down the river. The party, steam engine and all, arrived in Ft. Vermilion October 19th, 1886, five months after the start was made from Montreal.

The following year the saw-mill and grist-mill were assembled, farming was done upon a larger scale, and attention was given to stock raising. The progress at Fort Vermilion has continued ever since and today some of the best grain grown in the British Empire is raised in the district. Henry Lawrence later moved away from Fort Vermilion, but Sheridan Lawrence, his son, stayed there, taking up the work where his father left it.

Mr. Melrose was moved to Fort Chipweyan in the summer of 1899, where he took charge of the Mission school. In 1890 he returned to his former home in Eastern Canada, and came west again in 1906.

The successful trip to Fort Vermilion and the attention that it drew, served as an inspiration to other pioneers, and while no others have attempted such an elaborate undertaking as freighting an outfit over an amphibious route for some 900 miles away from the nearest railroad, the success of this effort caused the attention of many to be centered upon the possibilities of the north country, and as a result other settlements and towns have sprung up. The railroads now cover the distance from Edmonton to Peace River in fewer hours than it took days for the Melrose caravan to make the journey.

Low spirits, discouragement, the blues usually result from a tired brain and exhausted nervous system. Start the upbuilding process to-day by beginning the use of the greatst of nerve restoratives,

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